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Hongkong Daily Press.

ESTABLISHED 1857.

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"THE FINEST BEER BREWED
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PER CASE 6 DOZEN PINTS } \$18.00
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A. S. WATSON & CO.
LIMITED,
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.
SOLE IMPORTERS. [a1545]

**CUTLER, PALMER
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"SPECIAL BLEND" WHISKY
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Distillations of the
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Apply to
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7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS.	
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.	
SUNDAYS.	
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
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6.30 p.m. to 7.00 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS as on Week Days	

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1902. [a2612]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first-class machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Enamelling a Specialty.

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Hongkong, 4th April, 1901. [a2584]

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CANADIAN CHEESE,**
IN JARS (MEDIUM AND SMALL).
Wholesale and Retail from
LANE, CRAWFORD & CO.,
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Hongkong, 22nd October, 1902. [a260]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks of 375 lbs. net 16 per Cask ex Factory.
In Bags of 250 lbs. net \$1.75 per bag ex Factory.
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General Managers.
No 5, Conr. 3rd December, 1902. [a3281]

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12 SHOT REPEATING. CALIBRE .44.
Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers.
ALSO CARTRIDGES IN STOCK.

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THE CHOICEST AND BEST VARIETIES OF CONFECTIONERY

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IS A LIGHT, SPARKLING PILSENER OF THE VERY
HIGHEST QUALITY, SPECIALLY BREWED FOR HOT
CLIMATES.

PER CASE OF 8 DOZEN PINTS, \$21.00

Telephone No. 75.

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WINE AND SPIRIT MERCHANTS.

16, Queen's Road,
Hongkong, 15th January, 1903. [a25]

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SHIPPERS TO CHINA FOR 75 YEARS.

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The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$25 PER DOZ.
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
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**THE ELITE OF WHISKY—
THE "PALL MALL,"**
\$22 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

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BLEND WHISKY,**
\$11.75 PER DOZ.
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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\$22 PER DOZ.
This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassell.

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\$15.75 PER DOZ.
A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—
D.O.M.,**
\$43.75 PER DOZ. QUARTS.
\$45.50 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

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NEW STOCK OF ENGLISH SADDLERY.

PIGSKIN SADDLES FROM 6 TO 12 LBS.
RACING SADDLES 3½ LBS. POLO SADDLES 7 LBS.
NUMNAHS AND WEIGHT CLOTHS.
BRIDLES, GIRTHS, SPURS, BITS.
STIRRUP IRONS AND LEATHERS
RIDING WHIPS, &C.

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WITH ALL REQUISITES.

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ENGELHARDT'S SUPERIOR
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LAMBERT AND BUTLER'S MAY
BLOSSOM.

LADIES' AND GENTLEMEN'S BOOTS
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STILL FEELING SEEDY?
DROP ALONG AND GET THAT BOTTLE OF
TONINE.
THE UNFAILING REMEDY FOR BRAIN FAG, SLEEP-
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DEVELOPING AND PRINTING UNDERTAKEN
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NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO
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GENTLEMEN'S COMPLETE OUTFITTER,
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DRESSING GOWNS, TRAVELLING RUGS,
WARM UNDERCLOTHING, &C., &C. [a36]

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HIGH GRADE MANILA CIGARS
ALWAYS IN STOCK.

ALL BRANDS
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Reina Victoria,
High Life,
Perfectos,
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Christmas (in boxes of 10),
Conchas,
Segundo Habano,
Cheroots, &c., &c., &c.,
of the well-known factories La Commercial, La
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MANILA PRICES.

Agent in China:
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All orders may be addressed to the SALES
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**HIGH-CLASS CHRISTMAS
CAKES, decorated** ... from \$1.00
Plain Christmas Cakes ... from \$1 to \$5.00
German Sand Cakes ... per dozen 0.60
Assorted Pastry Cakes ... per dozen 1.50
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Christmas Puddings &c. to Order.
Please apply to WEISMAN & CO., 142,
Praya East; ANGLO-AMERICAN STORES,
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WATER DEPOT, Ice House Street.
Hongkong, 19th December, 1902. [117-1]

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IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

**ELEY'S, SCHULTZ'S, AMBERITE
& KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT IN
all Sizes, Nos. 10 to 55SG. AIR GUNS and
AMMUNITION in Variety.**

WM. SCHMIDT & CO.
Hongkong, 23rd November, 1902. [1152]

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong 3rd October, 1902. [a6]

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SURVEYOR AND CONTRACTOR.
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th December, 1902. [340]

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A most delightful beverage just produced by a
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VI-KOLA.
A draught of this stimulating refresher brings
on quickly a sense of vitality and buoyancy
that makes life worth living.

STONE GINGER BEER.
A celebrated beverage filled in Patent Codd-
bottle as to avoid structural contamination
of any kind, which the earthen bottles
could not prevent, being decorated in their
interior surface with a net-work of dirt,
&c., through "scumming" of common
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Apply to—
**THE ROYAL-ERATED WATER
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Telephone 367;
Depot—Ice House Street; Telephone 374.
11-2] F. P. DANENBERG, Manager

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THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-launch
from the City of Victoria.
A first-class Hotel with thirty-five very
Bedrooms.
Board and Residence:—
By the day ... From \$5 to \$7.00
" month ... \$30 to \$120.00
" for Married Couple ... \$180.00
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.
H. RUTTONJEE,
Proprietor.
Hongkong, 25th November, 1901. [3195]

THOMAS' HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.

THIS Hotel, having changed hands, has
been re-fitted after the style of a First
Class European Hotel, with rooms en suite and
single, furnished with every regard to perfect
comfort and convenience. The Hotel is in very
close proximity to the principal Banks and
Shipping and Mercantile Offices.
MODERATE TARIFF.
Hongkong, 20th December, 1902. [105]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
Apply to—
H. HING KEE, Proprietor.
Telegraphic Address "HINGKEE" [a184]

VICTORIA HOTEL,
SHAMEN CANTON.
BRITISH CONCESSION.

GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DE CRUZ, Manager.
Canton, 1st October, 1901. [a183]

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**PROVISION for (1) Self on retirement, or
on attaining a certain age; or (2) for
Wife and children in the event of death before
maturity of the Policy.**
THE STANDARD LIFE OFFICE
(ESTABLISHED 1825)
offers the above excellent form of Provision at
very moderate rates in the form of Endowment
Policies payable at 50 or at death if previous.
For full Particulars and Proposal Forms,
apply to—**MESSRS. DODWELL & CO., LD.,**
Agents, Hongkong.
ACCUMULATED FUNDS, £10,000,000. [5-1737]

HOTELS

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing
Room, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Dressing Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.

CHARGES MODERATE.

H. HAYNES,
Manager.

THE PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a256]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard-Rooms.
Rooms specially reserved for Captains of the
Mercantile Marine.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table d'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th October, 1902. [a343]

HOTEL CRAIGIEBURN.

**PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.**
Tel. 58.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a26]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a49]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (ss. *Huanghai*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER.
[a254]

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL
in Macao. Beautifully situated in Praya
Grande next to Government House.
Telegraphic Address: "Internacional."
Apply to—
THE MANAGER.
Hongkong, 4th October, 1902. [51]

TIMATION

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS

SCOTCH
WHISKY.
WATSON'S
CELEBRATEDVERY OLD LIQUEUR SCOTCH
WHISKY.A blend of the finest WHISKIES dis-
tilled in SCOTLAND of great age, very fine
and mellow.Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.
Per Dozen ... \$16.50The following are also recommended, and
are unsurpassed in quality:—A.—THORNE'S BLEND ... \$12.00
B.—GLENORCHY, MELLOW
BLEND, a fine 'SODA'
WHISKY of great age ... 12.00
C.—ABERLOUGH-GLENLIVET ... 13.50
D.—H.K.D. BLEND of the Finest
Old Malt Scotch Whiskies ... 16.00A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

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Correspondents must forward their names and ad-
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not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
Non-anonymous signed communications that have
already appeared in other papers will be inserted.
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time the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.
Lieber's
P.O. Box, 38. Telephone No. 12

DEATHS.

On the 13th January, at Shanghai, FELIX
FREDERICO CAROZZI, of the Mercantile Marine.
On the 16th January, at the General Hospital,
Shanghai, JUSTUS WILHELM MELENHARDSEN,
aged 68 years.
On the 15th January, at the Victoria Nursing
Home, Shanghai, JAMES CAMPBELL GRANT, aged
52 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 24th January, 1903.

SHANGHAI appears to have been rather
amused by the suggestion made recently by
Mr. POUTNEY BIGELOW that the "Model
Settlement" should be turned into a re-
public and allowed to rule itself, unaided
from outside, while taking inside its
boundaries a certain portion of adjacent
Chinese territory. "One critic unkindly
remarks that this is a very appropriate
suggestion for a globe-trotter to make,
while others amuse themselves with imagin-
ing some of the possible consequences of
the adoption of Mr. BIGELOW's scheme.
But we can hardly think that the American
author voyager meant himself to be taken
seriously when he made his proposal at
Munich, for he has actually visited Shang-
hai and cannot but have seen how in so
many different ways our Northern neigh-
bour can pride itself on rising superior to
the intrigues of an independent state. The
Shanghai papers last week commented with
satisfaction, and we think reasonably so, on
the unanimous election of nine gentlemen
to the Municipal Council: As a writer in the
Mercury points out, some time ago an attempt
was made to introduce Western methods of
electioneering into Shanghai, but without
success. In the case of untested elections
there may be one of two causes at work;
either the honour is not sought after and
the public does not care, or else there is a
general consensus of opinion as to the
unsuitability of certain persons to fill the
vacancies. An abortive Sanitary Board

election which once occurred in Hongkong
was an example of the former alternative;
it seems generally admitted that the Muni-
cipal election at Shanghai was an instance
of the latter. We hear from time to time
of abuses even in Shanghai. There was
the friction last year between the Consuls
and the Municipality over the question of
police court jurisdiction. The Settlement
was helpless in the matter of the evacuation
of the port by the foreign garrison. But
such troubles are very small in comparison
with the substantial blessings which Shang-
hai enjoys through its almost unique position
in the world. Of this fact Shanghai
residents are well aware, and we should be
surprised to hear a single voice raised in
the Settlement in favour of Mr. POUTNEY
BIGELOW's suggestion. However, as we
have intimated, we suspect that the gentle-
man was jesting, as he appears to do on
occasions other than when writing on the
parts of the Far East.

The weather has been so severe in the Inland
Sea of Japan that the sea was frozen over in
places near Metajiri.

The London Times says that the Public
Prosecutor has incurred a grave responsibility
in refusing to prosecute directors of the London
and Globe Finance Corporation.

In the final of the Morrison Lawn Tennis
Club's tournament, which was played yesterday
afternoon, Mr. H. J. W. Gidley (over 30) beat
Z. von Stockhausen (over 15) by 6-3.

The Boston steamer *Pleiadés*, 2,752 tons net,
which arrived at Yokohama on the 11th inst.,
was 38 days out from Tacoma. She spent a
week at Dutch Harbor in the Aleutian Islands,
replenishing her exhausted bunkers.

There were still cases of plague in Tokyo
when the last mails left Japan, and the in-
habitants of the Azabu district declare that it
was deliberately imported into their midst by
blundering officials.

The *Sanki Maru* had a very rough voyage
from Hongkong to Kobe, and a piece of
machinery weighing about two tons, which
was thought to be well secured in her hold,
shifted on to the hatch, though it did not break
through.

According to returns issued by the Kobe
Customs, the number of foreign vessels entering
Kobe last year was 1,546, their aggregate tonnage
being 3,311,569, an increase of 71 vessels com-
pared with the number which entered the port
in 1901, and of 276,620 in tonnage.

The Pope, in receiving the cardinals on
Christmas Day, eulogised the Christian demo-
cratic movement. Later the Pope expressed
privately his profound regret at the death of
the Archbishop of Canterbury and his warm
regard for him "as a prelate, who, although a
frank opponent of the Catholic Church, had a
noble mind."

Messrs. Vickers, Sons, and Maxim, who have
already built six submarine boats for the British
Admiralty, are engaged in the construction of
three more of these vessels, but it is not known
whether they are for the British or some foreign
navy. They are 100ft. long, are very bluff in the
bow, and have a greater diameter and girth than
the submarines previously built for the Admiralty.

The General Committee of the Progressist
party in Japan concludes a report on the
seventeenth session of the Diet by vigorously
condemning the Government for dissolving a
House in which the Opposition commanded 300
votes out of 376, and for proposing a compromise
that involved various retrenchments in the face
of a previous declaration that no retrenchments
were possible.

Telegrams from Melbourne to Sydney at the
end of December about the influx of a number
of Chinese from the Southern States to North
Queensland, state that they could not be checked,
since no record of their movements is now kept
by the Customs Department. The officials at
Sydney were not inclined to credit the state-
ment of the influx. The Premier said that he
had not heard of any influx of Chinese, and he
believed he would have been informed if there
had been anything in the rumour. A few were
stopped coming in from the Northern Territory
of South Australia, but on enquiries being made
it was ascertained that there was no power to
stop them, and there was no further inter-
ference with them.

The Japanese *Gazette Official* announces that
Dr. Ishigami Toru, head of the Osaka Vaccine
Lymph Laboratory, has discovered the germ of
small-pox. Dr. Ishigami, who is a pupil of Dr.
Kitasato, has been engaged in this investigation
since 1893, with intermissions. In 1893 he
gave up the work owing to pressure of
official duties, but having been appointed, in
1896, a teacher in the Naval College, he obtained
access to the necessary instruments, and resumed
his efforts, changing his line of enquiry. An-
other interruption occurred from a similar cause,
and not until 1898, when he was appointed head
of the Osaka Vaccine Lymph Laboratory, could
he devote himself again to study. Two years
later he found a microscopic green bacillus in
the pus of the disease, and subsequent experi-
ments showed him that this animalcule is not
only the prime cause of small-pox, but also that
associated with it is another bacillus which is
extensively present in skin-diseases of animals
and human beings. He separated the two and
succeeded in cultivating them so as to obtain
clear proof that one is the germ of small-pox.
He has prepared an accurate account of his
investigations and their result, appending a
drawing of the bacillus.

A Blue Book on East Africa states that on
the islands of Zanzibar and Pemba 13,246 slaves
have been emancipated in the last five years.

Admiral Sir Edward Seymour, it is under-
stood, will next spring succeed Admiral Lord
Charles Scott as Commander-in-Chief at
Devonport.

Two Japanese professors will shortly be sent
to the islands of Hawaii and Sumatra with the
object of studying the cultivation of tobacco
and sugar.

It is stated that the long pending question of
the Seoul electric railway has been settled and
that it is to be sold to a Belgian syndicate.
The representative of the latter is said to have
arrived in the Korean capital. This railway is
heavily in debt to an American firm which
supplied the materials and constructed the road.
Doubtless the Belgian syndicate is to pay off
the debt.

Dr. Parkin, who has been working busily in
connection with the Rhodes Colonial scholar-
ships, has sounded Oxford University as whether
he would be willing to accept some of the
American and colonial scholars under the Cecil
Rhodes bequest for post graduate and research
work. Some of the colleges expressed their will-
ingness to fall in with the proposal, while others
stated that they preferred to adhere to the
regular method.

Vice-Admiral Sir Archibald L. Douglas,
K.C.B., Commander-in-Chief of the North
America and West Indies station, who is direct-
ing the operations off Venezuela, so far as the
British warships are concerned, was previous to
taking up his present appointment, a Lord of
the Admiralty, and has seen some varied service.
He was selected as chief of the mission that went
to Japan some years ago to instruct the Japanese
in naval matters, and was warmly thanked by
the Mikado for his services. As a midshipman
he saw much river fighting on the West Coast
of Africa, and, subsequently, whilst serving as
gunnery lieutenant of the *Aurora*, he command-
ed a gunboat on the great lakes of Canada
during the time of the Fenian invasion of
the Dominion. He was a naval aide-de-camp
to the Queen, and he had been in command of
the East Indies station.

GERMAN ADMIRAL IN HONGKONG.

Admiral Count Bandiera, of the German
Navy, who arrived here from Shanghai on
Wednesday by H.T.G.M. cruiser *Hansa* (6,000
tons), came ashore yesterday morning and paid
visits to H.E. the Governor and H.E. Major-
General Gascoigne. Count Bandiera, who was
accompanied by Flag-Lieutenant Götze and
Commander von Semmern, of the *Hansa*, landed
at Blake Pier, and was received by a guard
of honour of the Sherwood Foresters.

CONCERT IN KOWLOON INSTITUTE.

In aid of the Sailors' Institute at Kowloon,
a benefit entertainment will take place on
Monday evening, at 8.30. The concert will be
a "benefit" one in a double sense, as, judging
from the programme, the audience will benefit
as well as the Institute. Mrs. Ainsworth, who
is a graduate of Boston School of Oratory, and
we hear, a brilliant elocutionist, will give
eight varied recitations. Mrs. Ainsworth would
herself be a sufficient attraction, but there are
also on the list Mrs. Mudie, whose soulful tones
echoed through the Cathedral aisles on Tuesday;
Mr. C. H. P. Hay, a baritone of resonant voice; and
Mr. Graps, a violinist of sound technique. The
capacity of the Institute is certain to be taxed
to its limits, and to prevent disappointment an
early visit to the Robinson Piano Co. or the
Kowloon Institute, where tickets are on sale,
is recommended. Further particulars will be
found in another column.

ORIENTAL TRADE AND THE
PACIFIC COAST.

F. M. Morse, third vice-president, and
William Wainwright, controller of the
Grand Trunk railway, lately arrived in
Vancouver on their tour of inspection of
Western railways and conditions, proceeding
the commencement of actual operations for the
building of a through transcontinental line as
a Grand Trunk extension to the Pacific Coast.
In regard to that project Mr. Morse said:—

"The Grand Trunk Pacific is an assured
fact. The line will certainly be built, and I
expect to see it in actual working order to the
coast in five years. The Pacific terminals will
be at Port Simpson, 350 miles north of
Vancouver. That is the location at present
named for our Pacific terminus, although we
have not yet had our surveys over the route.
In order to carry out its plans, the company I
represent must first secure permission from
the Government of British Columbia to make
surveys and acquire right of way. My busi-
ness was to prepare a bill for this purpose
and arrange for its presentation at the session
of the Legislature in January. The measure
seems to meet with general approval and un-
doubtedly will be passed. When this is done
the work of surveying and selecting a route
will begin at once. We will have to build more
than 2,400 miles of road from our present ter-
minus in Western Ontario to a point near Port
Simpson on the Gulf of Georgia. The cost of
this construction will reach nearly £20,000,000.
There is no intention of buying the Esquimaux
Nanaimo road, as our proposed route lies many
miles north of it. The Grand Trunk guarantees
to have the new transcontinental line in opera-
tion within five years after the permission is
granted by the British Columbia Legislature.
The plans also include a connection with a line
of Pacific Ocean passenger steamships to Japan
and China, as well as to San Francisco."

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 22nd January, 7.45 p.m.

GREAT SCHEME FOR

VLADIVOSTOCK.

The Russian Imperial authorities have
drawn up a project for a free port at
Vladivostock. The harbour includes berths
occupied by the Eastern China Railway
Co., and extensive wharves and warehouses
capable of dealing with a yearly turnover of
180,000 tons. The estimated cost is
£55,000.

REUTER'S SERVICE.

LONDON, 21st January.

BY-ELECTION.

At West Derby (Liverpool) Rutherford, the
Conservative candidate, polled 5,455 against
Holt's Liberal 3,251 votes.

GERMANY AND THE DARDANELLES.
Count von Bülow, referring in the Reichstag
to Russian torpedo-boats passing the Dardanel-
les, said it was impossible to expect from
Germany in Eastern affairs anything but a
peaceful, impartial, and quiet neutrality,
containing nothing hostile to any of the Powers
who were more concerned in the question.

LONDON, 21st January.

"COLONEL" LYNCH ON TRIAL.

The trial of Col. Lynch, M.P. for Galway,
and ex-Boer leader, began yesterday before the
Lord Chief Justice, Mr. Justice Wills, and
Mr. Justice Channell. The accused pleaded
"Not guilty." The case will last several days.

THE DARDANELLES QUESTION.

The second Russian torpedo-boat destroyer
has passed the Dardanelles.

THE SUGAR CONVENTION.

The Hungarian Parliament ratified the
Sugar Convention.

CRICKET.

2nd CO. A.O.C. v H.M.S. "ALBION."
Played at Happy Valley on Thursday, the
22nd inst. and won by the soldiers by 37 runs.
For the winners Skinner claimed 5 wickets for
7 runs. Scores:—

H.M.S. "ALBION"	
Mr. Boxer, b Bradford	10
Thompson, b Bradford	10
Mr. Wilson, b Bradford	10
Rev. Moore, c Lashbrook, b Skinner	21
Dr. Raymond, c Hatwell, b Bradford	2
Houghton, b Bradford	4
Garrett, b Skinner	0
Horlin, b Skinner	1
Mr. Garrett, b Skinner	12
Hayton, not out	0
Warner, c Lashbrook, b Skinner	0
Extras	4
Total	59
2nd CO. A.O.C.	
J. C. A. Lillywhite, b Hatwell	16
C. Butler, c Raymond, b Houghton	25
H. B. Skinner, c Garrett, b Warner	21
G. O. Heron, b Houghton	6
W. P. Burgess, not out	8
H. P. Bradford, c Wilson, b Boxer	11
H. Cook, c Raymond, b Boxer	0
F. S. Bromley, c and b Boxer	5
W. P. Burgess, c and b Houghton	0
T. Lashbrook, c Garrett, b Houghton	0
A. E. Hatwell, absent	0
Extras	10
Total (8 wickets)	96

TO DAY'S MATCHES.

The following will play in the match Public
Schools and Universities v. The Rest (XII a
side), commencing at 11 a.m.:—

Public Schools and Universities:—H. Arthur
(Dulwich), R. E. O. Bird (Oxford), Lieut.
Furnshaw, R.A. (Oxford), Capt. Fawcett R.A.
(Westminster), A. Greenstock (Fettes), J.
P. Jordan (Dulwich), W. R. Lemaireland
(Malvern), Lieut. Lampan, R.M.L.I. (Kelly
College), Rev. C. Moore, R.N. (Cambridge),
Capt. Radcliffe, R.E. (Stonyhurst), Lieut.
Rimington, R.F. (Seelberg), and W. C. D.
Turner (Bedford Modern) School.

The Rest:—J. O. Barron, R. N. Lieut.
Bedwell, R. N. A. H. Bisset, R.N., A.C.
Boxer, R.N., Lieut. Darbyshire, R.N., J. T.
Dixon, Walter Dixon, Lieut. Jackson, R.N.
G. P. Lamont, Lieut. Raymond, R.N., H.
Warren, and J. A. Woodroffe.

In the Happy Valley the Ordnance will
meet the Sherwood Foresters. The following
will represent the Ordnance:—

H. R. Skinner, J. C. A. Lillywhite, T.
Lashbrook, A. E. Hatwell, A. S. Ascombe,
W. Farmer, E. P. Bradford, E. McGibbon,
W. T. Burgess, P. S. Bromley and C. Ratter.

The Craigrover C.C. will play the
Civil Service C.C. on the former Club's ground
at the Happy Valley, commencing at 2.15 p.m.
sharp.

FOOTBALL.

This afternoon on the Happy Valley, in the
first round for the Hongkong Football
Challenge Shield, the V.R.C. will play the 7th
Company, R.G.A. Kick-off at four o'clock.
Referee—Mr. Triggs. The V.R.C. team is as
follows:—

J. H. R. Hance, goal; R. Lapsley (capt.)
and A. Ritchie, backs; R. Henderson, E. R.
Horton, J. Ferguson, halves; H. A. Seth,
J. Whitcomb, A. Humphreys, H. S. Holmes, and
H. W. Sayer, forwards.

SUPREME COURT.

Friday, 23rd January.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M.
GOUDMAN (CHIEF JUSTICE).

ALLEGED ARSON.

Li Tong, a well-dressed young Chinaman,
was charged with having, on 27th December,
set fire to the dwelling-house 318, Queen's Road
West, there being at the time several Chinese
in the house.

He pleaded not guilty, and was defended by
Mr. E. H. Sharp, K.C., instructed by Mr. J. S.
Harston, solicitor.

The Attorney-General, Hon. Sir Henry S.
Berkeley, and Mr. T. Morgan Phillips, barri-
ster-at-law, appeared for the Crown, instructed
by Mr. F. B. L. Bowley, Crown Solicitor.

The following jury was empanelled:—Messrs.
F. B. Bain, W. Weinberg, B. Eastace, E. J.
Main, A. Shaw, P. Hardman and W. Farmer.

The Attorney-General stated in opening the
case that the prisoner was charged with setting
fire to the dwelling-house 318, Queen's Road
West, there being at the time persons therein.
It would be proved that No. 318, Queen's Road
West was burned down on the morning of the
27th December, that there were then persons
therein; the fact that it was a dwelling-house
could not be disputed. It would be proved also
that at the time of the fire the prisoner was in this
house and was in occupation of the room in which
the fire originated. The evidence connecting
the prisoner with the fire would be shortly as
follows: A Chinese constable from information
that he had received was in the locality about
half past two in the morning, and as he
approached this house his attention was
attracted to a man leaving the dwelling—
coming in a surreptitious way from underneath
the verandah of the house. This man sub-
sequently turned out to be the prisoner. Im-
mediately after the prisoner ran away the
constable went nearer to the building and
another man ran out. That other man, it
would be proved, was the prisoner's employee,
consequently, as the prosecution said, as a box-
maker carrying on a boxmaking business in the
room in which the fire originated. Upon the
second man emerging from the staircase and
going to the door he was seized by the constable,
who was in plain clothes and who, they believed,
the prisoner did not know was a constable.
Prisoner said to the constable in a low tone of
voice that the accountant's room on the first
floor was on fire. The constable entered the
house and found it impossible on account
of the dense smoke to go into the room
on the first floor—that had been occupied
by the two men. Not being satisfied with the
appearance of things the constable blew his
whistle and proceeded to the station with the
second man emerging from the staircase and
said that as they were putting up the stairs
he heard of the fire and he went to the door,
which together with the sail, they themselves (the
pirates) had dropped when they boarded the junk;
they also told the junk's crew to sail towards
the west. Witness saw the Englishman lying
wounded in both legs; he was afterwards trans-
ferred to the steamer *Kong Nam*. The defend-
ants witness recognised as two of the robbers;
they carried torches when they descended into
the hold with the others to search the crew, and
he got a good view of their faces. Before the
robbery he had never seen them. On the 18th
ult. he picked them out from amongst a number
of other Chinamen at the Central Police Station.

Second defendant (to witness)—Are you the
master or a jolt?—I am a jolt.
How much did your master lose?—I don't
know.
Has your master's boat a number?—I never
saw any number.
Are you sure you identify me?—Yes, I can
identify you accurately.
Have you ever identified any other man
incorrectly?—No.
The hearing was adjourned until ten o'clock
this morning.

A PRECAUTION THAT FAILED.
Before he proceeded to exercise his burglarious
acts on the premises of a dealer, Chan Sing, a
youth of sixteen, projected a stone through an
open window by means of which he purposed
gaining access to the shop. The idea was that if
anyone was awake he would make the fact known
by investigating the incident of the stone and
so warn the waiting Chan Sing of his danger.
Minutes passed, and as the stillness of the
night remained unbroken by any noise from
within, Chan Sing, despairing of everything in
favour, cautiously creeping through the window
laid hands on a couple of ducks, and felt
himself caught by a pair of arms stronger than
his own. The owner of these, just as wily as
Chan Sing, had heard the stone fall, and lay
quiet, awaiting developments.

The sequel was a whipping of twenty strokes
for Chan Sing and 48 hours' detention in goal.
THEFT OF COOKS.
For stealing three dollars' worth of coals
from Watson's soda-water factory, Lo Hin, an
employee thereof, was sentenced to one month's
imprisonment with hard labour.

BEFORE MR. J. H. KEMP (ACTING
POLICE MAGISTRATE).

ALLEGED EMBEZZLEMENT.
Ng Lai Kok, comrade to Messrs.
Lutzens, R. Lutzens & Co., merchants, 14, Des
Vaux Road Central, was charged with
embezzling the sum of \$2,700 from his
employers, and was remanded till the 28th inst.
on bail \$5,000.

POLICE COURT.

Friday, 23rd January.

BEFORE MR. F. A. HAZELAND
(POLICE MAGISTRATE).

THE MURDER OF MR. EVANS.

Wong Kwai and Wong Lin were charged on
remand with piracy on the Canton River on or
about 12th November last, and pleaded not
guilty. Mr. F. J. Badley, Captain Superin-
tendent of Police, conducted the prosecution.
The piracy referred to, as has already been
stated, was that which involved the shooting
and subsequent death of Mr. Evans, for
many years constable to H.B.M. Consul at
Canton. The facts of the case are related in the
statement made to the police here three days
after the event by Pang Chun, master of the
pirated junk *I Hop*. He said that about 7 p.m.
on 12th November, whilst on the way from
Canton to Hongkong with firewood, and
when off Foo Man, in Chinese waters, three
rowing-boats containing twelve men each
attacked the junk, which the pirates boarded;
they were armed with muskets and revolvers.
Several shots were fired, and the crew of the
I Hop, including the master, went down into
the hold; an European passenger (Mr. Evans)
was wounded in both legs. The junk was
then ransacked, and the robbers made off
with the following property:—\$100 in ten-
and twenty-cent pieces, and a quantity of Chinese
jewelry, consisting of gold finger-rings, ear-rings,
and bangles, of the value of about \$260; total
value, about \$360. Pang Chun coincided his
statement, by saying that the robbers could not
be identified. The authorities here set to work
on the case, and on New Year's Night, in Kowloon,
arrested three men, and the defendants and
witness who were King's evidence, and whose
evidence given at the first hearing of the charge
against the two prisoners has already been
published.

A seaman on the pirated junk said that when
the look-out man hailed the three boats in
which were the pirates the reply was given that
they were fishing-boats. They were rowed
straight for the junk, and when they neared it
the pirates fired shots at the junk, whose crew,
realising what the pseudo fishermen actually
were, hid below. Before they boarded the junk
the pirates threw a stick-pole on the deck, and
when it had exploded they climbed on board.
Witness heard the Englishman's voice, and
then shots, after which there was silence.
In a few moments the pirates sought out the
hiding folk, and searched them. They asked wit-
ness where his master was, and he replied, "In
Canton." Then the pirates abused one another,
and when they had desisted they put the crew
of the junk in the forehold, themselves seeking
the aft-berth. Soon they re-entered the fore-
hold and searched their prisoners once again,
afterwards taking their departure. Witness
then described how and where he was arrested,
and said that as they were putting up the stairs
he heard of the fire and he went to the door,
which together with the sail, they themselves (the
pirates) had dropped when they boarded the junk;
they also told the junk's crew to sail towards
the west. Witness saw the Englishman lying
wounded in both legs; he was afterwards trans-
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on bail \$5,000.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.

Conversion of S. Paul
25th January, 3rd Sunday after Epiphany.

SPORTING NOTES.

Cricket during the week has been brisk, though no first-class match has been played. The H.K.C.C. "A" team simply pulverised the Craigengower C.C., for whom the bowling of Bird in the first innings and Dalrymple in the second was altogether too much. The losers were without Hartman's bowling, but they were clearly overhauled. To-day the game on the Cricket Ground is between sides representing Public Schools and University and The Rest, which should be well worth watching. To-day, too, the Sherwood Foresters meet the A.O.C. The Sherwood Foresters on Thursday won a rather remarkable match over H.M.S. *Exeter* by 2 runs only, thanks to their wretched fielding, which is quite down to Hongkong level. What it is that makes Hongkong fielders so absolutely bad it is hard to explain. We should see some very exiguous scores on the Cricket Ground if so very many catches were not dropped.

A football match of some interest is down for decision to-day. In the Association Shield competition the Victoria Recreation Club, the civilians' last hope, play off their tie with the 78th Co. R.G.A. The V.R.C.'s flaccid last Saturday against "O" Co., Sherwood Foresters, does not encourage one's belief in the prospects of the Club. There may have been some reason for the V.R.C. turning up four short in their last match before the Shield tie, but it certainly looked very ill. To-day's game is on the H.K.F.C. ground.

The polo match last Saturday was a distinct success, and though Kowloon was beaten, they had distinctly hard luck, as the final score of 1 goal to 3 subsidiaries shows; one of the "subs," actually hit the goal-post, but selected to pass through the subsidiary side of it. The return match will be played on an early date, when the spectators ought to be treated to as keen, if not a keener, struggle for supremacy.

Local hockey circles have been quiet of late. On Thursday the Club beat the 78th Co. R.G.A. in a friendly game by 4 goals (Chatter 2, Barnes 1, Bogan 1) to 0, though playing with ten men only. Next week at least four Shield games should be decided, the Club's first XI meeting the 14th Bombers on Monday and the R.A. on Thursday, while the Club "A" team meets the R.A. on Tuesday and the 14th Bombers on Wednesday. I understand a mixed hockey match—Hongkong v. Kowloon—takes place on Monday at East Point, and though Kowloon will soon be able to tackle Hongkong with success at some games I fear she will be brought to task on this occasion.

Now that the yachting season is more than half-way through, it may not be out of place to venture on an opinion as to the merits of the two new boats *Dione* and *Vernon*. All *Vernon*'s successes have been obtained in a variable light breeze, which proves her superiority over her rival *Dione* under such conditions. As the winds for the remainder of the season will in all probability be light, judging from the experience of former years, we may look for a close finish for Championship honours of this harbour. By *Alamanda*'s win in the last race for the Commodore's Cup she ties with *Vernon* (who won the first race), so that they decide to-day, starting at 2.30 p.m. I predict a win for *Vernon*, unless a very strong blow gets up.

As the date of the races draws steadily nearer—we are now but seventeen days from the opening—there is a lot of speculation in the Colony. On all sides one hears of sweeps and books, and evidently backers are looking forward keenly to the annual festival. The Derby naturally monopolises much of the attention, and Mr. Morgan Phillips's brown mare *Legney* seems quite to have supplanted *Brilliant* as first favourite. But there is a tendency to look to the jockey. It is certain that one rider's mounts will come in for much attention during the meeting. It will be seen that the Jockey Club advertises a race-meeting of one day's duration early in April, if sufficient entries be received. The programme is to be issued later on. It seems rather a curious experiment. An autumn meeting of one day would look to have better chances of success.

The supporters of bowling at the Hongkong Club are looking forward with anxiety to Tuesday week, when the question of the retention or abolition of the Club bowling alleys is to be settled. At first there was a large majority against keeping up the alleys, but now I should not be surprised to see a reversal of opinion. After all, it seems a pity to put an end to the now historical contests between the English and German Clubs and abolish a game which is connected with the early days of the Hongkong Club, unless it be proved absolutely unnecessary.

Boxing in Hongkong seems to be in a poor way. The suggested—and practically advertised—meeting between two local experts, one naval and one military, is not to come off, the talking tactics of the "ring" in England and in America being apparently faithfully copied here. Common sense no doubt argues that if one can make one's self out to be the better man with one's tongue, it is unnecessary to use one's fists. In the meantime, the sporting conflict of Sunday last was a different kind of affair. I see that Shanghai is looking forward to a twenty-round boxing contest between Charles St. Clair, middle-weight champion of Brooklyn, N.Y., and James Cusey, of Manila, at catch weights, to be held at Chang-su-ho's Gardens on the evening of the 27th February, for a side wager of \$500 and half the gate receipts, the latter to be divided in the proportion of 75 per

cent. to the winner and 25 per cent to the loser. The parties have already deposited \$500 as a guarantee of their appearance. If Cusey proves successful he is prepared to meet any of the better weights in China—Ryan of Tientsin McAniff's conqueror, preferred—and is ready moreover, in proof of his willingness and good faith, to wager \$1,000 on the result.

A general meeting of members of the Ladies Rifle Association will be held at Government House on Tuesday, February 3rd, at 11.30 a.m., to fix the dates for the Annual Prize Meeting and to arrange the conditions for each prize. Prizes have very kindly been offered by Mrs. May, Mrs. Siebs, Sir Paul Chater, Messrs. J. R. Murray Smith, and Fung Wa Chan.

Anyone anxious to introduce a new table game to Hongkong and who is not afraid of public execration such as befell the early exponents of Ping Pong, should read the following, from *T.P.'s Weekly*:—"What does he know of pleasure that only Ping Pong knows? He misses, for example, 'Wibbly-Wob' (I blush a little as I write the name). Wibbly-Wob is new. It is only just beginning its career of triumph; but it is great. Just as 'Ping Pong' was an adaptation of lawn tennis, so is W.W., an adaptation of football. The players are armed with very flexible fencing foils tipped with a boxwood disc, and the aim of each is to push an independent disc, the football, into the other's goal. 'Wibbly-Wob' has undoubtedly come to stay. Another exhilarating pastime is 'Pop 'Em Off' (what odd names these games have!), which simulates in its parlour the joys of a Sandringham cover. The birds roll gently across the table, and the sportsmen bring them down, or miss them, with india-rubber rings discharged from small guns." And so on.

Lord Hawke's cricketing team commenced its tour in New Zealand at the end of December. Negotiations were still proceeding then with a view to the team visiting Australia, but nothing had been decided.

OMPAX.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 23rd January:—"Enquiry has continued fairly general, and a moderate business has been transacted during the week which has elapsed since the issue of our last report. A further important advance in Banks has to be recorded.

BANKS.—Hongkong and Shanghai have continued in strong demand, and to-day \$700 has been paid with the possibility of placing further shares at this figure. The latest London quotation is \$64. Nationals are in request at \$22½ ex the dividend of \$1.96½ per share for 1902 paid yesterday.

MARINE INSURANCES.—Unions have been booked at \$470, and continue in request. China Traders are weak with sellers at \$58. North China have been placed in the north at \$16. 189. Cantons are procurable at \$164, and Yangtzes at \$133.

FIRE INSURANCES.—Hongkong have declined to \$320 sellers. Chinas are firmer with buyers at \$36.

SHIPPING.—Hongkong, Canton and Macao have been done at \$33 and \$37, and at the close a few more shares are obtainable at the latter rate. Indo-Chinas are quoted \$88 locally, but in the north the quotation has fallen to the equivalent of \$86 with probable sellers. China Manilas can be placed to a small extent at \$25. Douglases have sold at \$44. Star Ferries (old) have been done and are in further request at \$35. The new issue has declined at \$14 with sales. Shell Transports are in strong demand at \$1. 10s.

REFINERIES.—China Sugars have sold at \$91, and are now in request to some extent at \$92. Luzons are unchanged at \$12½ sellers.

MINING.—Puncjoms have sold and are still enquired for at \$2. Rauba have sold at \$7½, but are now obtainable to a limited extent at \$7.

DOCKS, WHARVES & GODOWNS.—Hongkong and Whampoa Docks have sold at \$202½ and can still be placed at this figure. Hongkong and Kowloon Wharves have been booked at \$92 and \$93, closing with sellers at the higher rate. New Amoy Docks are unchanged at \$4.

LANDS, HOTELS & BUILDINGS.—Hongkong Lands have changed ownership at \$184 and (an odd lot) at \$185, and close with sellers at \$185. Kowloon Lands continue in request at \$31½. West Point has declined to \$34 sellers. Humphreys' Estates have been booked at \$121 and more shares are obtainable. Hongkong Hotels are reported sold at \$142, and are in further request at this figure. Oriente Hotels have been booked at \$90.

COTTON MILLS.—There are no changes to report under this head.

MISCELLANEOUS.—Green Island Cements have continued to ease off, and are now obtainable at \$21. A. S. Watsons are on the market at \$14½. Electrics (old) are wanted at \$13.10; the new issue is offering at \$6.65. Dairy Farms are quiet at \$11. China Providents are offering at \$9 ex the dividend of 80 cents per share for 1902 paid on the 19th instant. Fowells are wanted at \$9½. Alambars have again declined, and are now quoted at \$320 sellers.

MEXOS.—Hongkong Land Investment and Agency Co., Ltd., Hongkong Land Reclamation Co., Ltd., and West Point Building Co., Ltd., ordinary yearly meetings on the 26th instant. Hongkong, Canton and Macao Steamboat Co., Ltd., ordinary half-year meeting on the 7th February. Kowloon Land and Building Co., Ltd., ordinary yearly meeting on the 2nd February. Humphreys Estate and Finance Co., Ltd., ordinary yearly meeting on the 7th February; transfer books close on the 3rd February.

LATEST STEAMER MOVEMENTS.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the afternoon of the 22nd inst.

The N.Y.K. steamer *Awa Maru* (European Line) left Singapore for this port on the 22nd inst., p.m., and is expected here on the 28th inst.

REVIEWS.

Through Hidden Shensi. By FRANCIS H. NICHOLS. London, George Newnes, Ltd.

In this book Mr. Nichols has given to the world one of the most entertaining and readable itineraries that have ever been written by a traveller in China. That it has any further value than as such a very much question, although its pretensions apparently extend beyond this limit. Mr. Nichols however enjoys the distinction of being one of the few white writing-men who have penetrated into remote Shensi, the Province of China situated in the extreme corner of the barricaded North-West. The reason of his visit to China was that the *Christian Herald* of New York had raised a fund for the sufferers from the famine in Shensi and had asked the money to the only missionary in the province, Mr. Duncan of Shensi. As agent of the fund, the author was sent to China to investigate famine conditions and report upon them. As he says, he thought that meant nothing more than a few days' journey from Peking, but discovered that the 750 miles that lie between the Capital and the seat of the famine constituted a great interval of silence as the distance between the Far East and the Far West, or from the China coast to New York. But Mr. Nichols decided to attempt the journey despite the dangers that beset the venture. He travelled to Shensi by way of Peking, Taiyuan and Pingyang. From Peking to Shensi his journey occupied only twenty-nine days—October 16 to November 11—and after a short stay in Shensi he travelled back overland till he struck the Han, and to down that river and the Yangtze to Shanghai, which was reached on 22nd December. It will thus be seen that Mr. Nichols was something like eight weeks on the road and two weeks in Shensi. He certainly was granted unequalled facilities for getting rapidly over the country. When he notified the authorities in Peking of his desire to go to the capital of the famine-stricken Province, he got a Royal passport from Prince Ching. This ensured an escort of soldiers from one mandarin's jurisdiction to the next. The whole idea of the mandarin appears to have been to hurry Mr. Nichols, aimed as he was with his formidable passport, as fast as possible through their territory, each one dropping him like a hot potato into the reluctant hands of his next neighbour. Travelling hard all day amidst an escort of soldiers, and necessarily sleeping all night, it would be impossible, we say again, for such a traveller to claim for the book he might write its inclusion in any category except that of an itinerary. Yet, knowing nothing previously of the people or of their language, Mr. Nichols does not hesitate to make extremely dramatic deliverances on all or most of the great problems which confront Western scholars of things Chinese, of whom the most enlightened would be diffident in going further than to aver that he has travelled not much beyond the fringe of the subject. Mr. Nichols starts out with preconceived prejudices against the Chinese and ends, forthwith, in using ironical quotation marks when he speaks of Western "civilisation." Inversely he employs the same distinguishing marks regarding "barbarism" China. The last case is a wonderful concession for a man with pronounced missionary leanings; the first is postulation. Then he has nothing to say against Great Britain and her "opium wars." Why, the poppy bloomed in broad Zschuen before the Chinese came under Manchurian subjection. Opium was cultivated before the pigtail. The pictures which Mr. Nichols draws of the depopulated "opium villages" and of the listless, half-dead victims are sad enough and lamentable enough in all conscience, but why blame England for another's failings? China may be said to grow the bulk of her own opium to-day. But to return to the author's comparison of the Eastern and the Western, there is one remark we should like to make. He talks with iteration of the absence of vice in Shensi, or rather in Kien, which is even more curious. "There are no 'dives' in Kien, no haunts of crime and human degradation, neither are there any rendezvous of gilded vice and dissipation. Places of this character exist in China, only in foreign concessions, in treaty ports, where they are beyond the reach of Chinese law." No vice in China except in the treaty ports! Without appearing to condone vice, we think that Mr. Nichols is making an extremely rash statement which is incapable of proof and of which the disproof is easy were it not unsavoury. In justice to the *unhappy* treaty ports we must be allowed to say so much. And then as to Eastern civilisation. Nobody but the most ignorant would assert that China had not a civilisation before Europe. But to want a civilisation because it was old two thousand years ago and to give it precedence in the present day though it has stagnated as one might say ever since, is rank sophistry. Can a country be called civilised in the modern sense where slavery is rampant, where infanticide is winked at, where cruelty to humans and animals is a system, where bribery and corruption prevail, where (as a recent writer put it) a man in high place has to be dishonest if he wants to save his head. But enough of Mr. Nichols's dogmatism. In despite of it one can accompany the author with real pleasure on his journey. His observations on the country through which he passed and the people whom he had to meet are necessarily superficial. But they are none the less interesting on that account, however their value may be affected thereby. His book is finely printed and the illustrations are as "excellent" as they are numerous, which is saying a lot. As a frontispiece we have a photograph of Prince Ching, taken by Mr. Nichols himself—the only photograph ever secured of His Royal Highness. There are

also appended a most useful map and an index. Mr. Nichols's book concerning his meteoric flight into and out of Shensi will no doubt find hundreds of readers who in contemplation of its many excellencies will be oblivious to its faults. It may be had from Messrs. Kelly & Walsh.

A Soldier's Love Story: A Romance of Hongkong. By GILES WHEATLEY (Mrs. R. F. Johnson). Hongkong, W. Brewer & Co.

Mrs. JOHNSON has already come before the public in the role of a short-story writer and has evinced in no small degree her possession of those literary abilities necessary to success in this line of fictional pursuit. Our readers will remember the clever story from her pen that appeared in these columns last Christmas Day. *A Soldier's Love Story* is as pretty a little romance as one could desire to while away an idle hour. Regplete with local colour, it will appeal especially to Hongkong people, even to those whose hearts might not be best responsive to the tale of the loves of May Jardine and Jack Dalrymple. The plot is good and simple, and the characters are delineated with care and discrimination. There are two stories in the book. The second is called *Self Sacrifice*. It is cast in rather a tragic mould and has a fine plot, which the authoress says in a footnote is founded on fact. The main figure of the tale is an Indian military officer, whose life-story is unfolded in the pages. Mrs. Johnson's style as a writer is graceful and attractive, and we hope to see more of her work.

The Little Red Captain: An Early Adventure of Captain Kettle. By J. CUTOFFE HYNE. London and Bombay, George Bell & Sons.

Those who have learned to anticipate with pleasure anything new about the adventures of Captain Kettle will not fail to appreciate this dip into the past of that redoubtable hero of fiction. The story is written with all the dash and attractiveness that belong to Mr. Cutcliffe Hyne's work and the Captain is no less the Captain than we always expect to find him: only a little more dare-devil and truculent perhaps. On this occasion he is impelled to become partner through force of misfortune in a great net of piracy on the high seas, or something which comes nearly within the scope of that dread name. How the Captain and his confederates are in their enterprise is told in graphic style and the story enthralls the attention of the reader to the end. It is obtainable from Messrs. Kelly & Walsh.

David Maxwell: A Novel. By W. J. CROSBIE. London, Jarrold & Sons.

DAVID MAXWELL is a young fellow to whom in the course of his career there fall many stirring adventures. He is an Irish country boy, sent to Wexford to start life in the fatality of '48. Protestant as he is he finds his master's house to be a hotbed of the rebel conspirators, and when the Rising begins he is one of those marked for inclusion in the general massacre of loyalists. The scenes in Wexford City during those times are depicted by the author with thrilling effect. David escapes from the rebels just as he is led out to be shot. After various vicissitudes he reaches a seaport and embarks as a sailor on a New York ship. In the Atlantic the vessel is lost. The crew are picked up and taken on to Mexico, where more wonderful adventures befall the hero, who becomes successively hunter, treasure-seeker and Indian chief before he gets back to Erin and his old love. The novel is purely a book of adventure. There is no characterisation. The style of narration is good but not uniformly so; consequently there is sometimes a suspicion of "thinness" throughout the pages. As regards composition, a kind of antique manner is affected. It is not altogether attractive. The constant recurrence of words like "athletes," for instance, irritates. Messrs. Kelly & Walsh have the book on sale.

Winifred and the Stockbroker. By CHARLES EDY. London, Longmans, Green & Co.

WINIFRED is one of the most lovable girls that ever flitted through the pages of fiction. As for the stockbroker, surely never was there a more irresponsible good fellow in the world—nor a worse broker. The book brims over with laughter and there is just the adequate finetune of realism to give it body and strength. The author's description of the way in which gilded youth are trained to the broking business and of the daily scenes in the office and in the "House" are irresistibly amusing, besides containing a few hints for investors. The hero's introduction to the "House" was of the kind always meted out to novices, and the manner of it is faithfully chronicled. But, adds the author, the incidents recorded by him concerning the Exchange happened before the Exchange Committee amended the rules affecting the membership of the "House." What difficulties befel the young stockbroker, how he got into the hands of unscrupulous people and what part Winifred played in his rescue from financial disaster are wound into a clever plot, the disentanglement of which keeps the reader interested to the finish.

Donna Diana. By RICHARD BAGOT. London, Longmans, Green & Co.

THIS is not the first time that Mr. Bagot has written a book with a Roman setting—as *Donna Diana* is. He has an eminent knowledge of Rome and its inner life, and cannot be said in this to be merely following the fashion of recent well-known novelists who have written round the same spot as so many or less familiar by reason of the constant use of them which has been made by other fictional writers. Mr. Bagot's novel is wondrously fresh. Its prevailing note is one of joyousness, not morbidity. Our heroine is the niece of a great Cardinal. She has a huge fortune of her own right. On the one side is the vocation of the Church to which her relatives (other than the Cardinal) would have her believe she has a call—

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FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 15th November, 1932.

[39]

VICTORIA LITHOGRAPHIC PRESS.

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for their own purposes. On the other side we have the call of the world which comes to her budding womanhood in the person of a young and handsome Englishman. The story of the conflict of these two antagonistic influences is told with capital effect. In the course of his engrossing tale Mr. Bagot draws back the screen behind which are enacted the intrigues of the papal and the princely courts and throws the light of experienced observation upon those complex problems that Roman life presents to the outside eye. *Donna Diana* is a book well worth reading. It may be had from Messrs. Kelly and Walsh.

Penelope's Irish Experiences. By KATE DOUGLAS WIGGIN. London and Bombay, George Bell and Sons.

READERS by the score must have been charmed with the two previous stories from Mrs. Wiggins's pen descriptive of the romantic experiences that came the way of Penelope and her two friends in their travels in England and in Scotland. Now to draw the series to a logical conclusion the three American ladies pass over to the sister island in continuation of their tour. It is a delight to travel in their company over the highways and byways of "old Ireland" and revel among its beauties and associations. Let the authoress alone for an observant eye and a ready pen to chronicle what she sees passing around her. To brighten a dull hour or make the smile supplant the tear nothing better could be found than the adventures of Penelope. The book is profusely and well illustrated by Charles E. Brook.

Angelot. By ELKANAH C. PRICE. London, George Bell & Sons.

REMINISCENT of the period when Napoleon ruled France, *Angelot*, in its historical aspect, possesses a value beyond that of the ordinary novel. The story, however, does not deal directly with the career of *Le Petit Caporal*, whose varying fortunes are merely shadowed on the pages of the romance. The characters are well chosen, and whilst some recall the delicate atmosphere of old France, others, born of the Revolution, serve not only to supply the foils to these finer studies in human nature, but to show the individualities grouped heterogeneously under the banner of the Emperor. *Angelot* tells of plots and counterplots, and does so in a manner at once refined and clear. The book has a strong claim on the reading public, for it supplies instruction as well as providing the graphic interest indispensable to the latter-day novel.

NANKIN.

Nankin, 12th January.

THE COMING OPENING. Among the treaty ports scheduled to be opened next year is this capital city of Anhwei province. There are already apparent a few indications of the changes that may then be expected in this vicinity. About a mile of the river bank below the pagoda and the eastern suburb of the city has been bought up by a few wealthy mandarins, who hope to dispose of it at a handsome profit to the foreigners when the port is opened. They have mapped out a broad boulevard, just along the river bank and extending the whole length of the tract, and have planted trees along it to enhance its value. The result of the latter venture, however, has been rather discouraging, as most of the trees disappeared in a very short time—probably in smoke from the neighbouring hovels. But the broad stretch of land and the boulevard still await the arrival of the foreigners.

THE KAI-FENG-NANKIN RAILROAD is another topic of interest in Mandarin circles here. Mention of it has been already made in your columns. It is being planned by a syndicate of wealthy natives of this province, but does not seem as yet to have assumed any definite shape. As it would pass through a very productive and extensive region, with no navigable waterways, it should afford an excellent investment.

A COUPLE OF STEAM LAUNCHES, owned, it is said, by a wealthy native, have for several months been plying regularly between Nankin and Tatum, and are doing a thriving business. When they were first started, the story goes, they were fired upon by the native boat-hongs at Tatum, whose trade they diverted. Next trip they flew the American flag and have since met with no further trouble. Certain it

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A SCOTCH WHISKY OF EXCELLENT

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MOUNTINGS OF THE NAVAL

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with the

LADYSMITH RELIEF COLUMN.

Being a Lecture by

CAPTAIN PERCY SCOTT,

R.N., C.B.,

and

CAPTAIN A. E. LIMPUS, R.N.

(of H. M. S. *Terrible*).

The book is printed on art paper, and illus-

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lichungen werden im Jahre 1933 durch den

"OSTASIATISCHEN LLOYD" und die "HONG-

KONG DAILY PRESS" erfolgen.

Swatow, den 19. December 1932.

DER KAISERLICHE DEUTSCHE KONSUL, L. V. KRAUSE.

ENTERTAINMENTS

GRAND BENEFIT.

MONDAY, 26TH JAN., 1903.

DRAMATIC AND MUSICAL RECITAL.

THE SAILORS' AND SOLDIERS' INSTITUTE, KOWLOON.

Mrs. A. N. SWORTH, a Graduate of the Boston (U.S.A.) School of Oratory, has volunteered to give EIGHT RECITATIONS, embracing Dramatic, Heroic, and Humorous. Mrs. A. N. SWORTH will be assisted by some of the best Musical Talents of Hongkong. Doors Open at 8 P.M. Performance from 8.30 to 11 P.M.

Prices, \$1 and \$2. Tickets on Sale at SAILORS' AND SOLDIERS' INSTITUTE, Kowloon, and ROBINSON PIANO CO. Hongkong, 20th January, 1903. [305]

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

WILL GIVE THREE PERFORMANCES.

"HIS EXCELLENCY THE GOVERNOR."

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SATURDAY, 31st JANUARY.

MONDAY, 2nd FEBRUARY.

Commencing each evening at 9.15 o'clock punctually.

DRESS CIRCLE AND STALLS ... \$3.00
PIT ... 1.00

NO HALF-PRICE.

The Ticket Office will be open at the Theatre Royal, City Hall, on and after MONDAY, 26th JANUARY next, from 10 A.M. to 4 P.M. daily.

E. W. MITCHELL, Hon. Secretary.

Hongkong, 22nd January, 1903. [318]

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Hongkong, 17th May, 1902. [14]

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THE WORLD-FAMED BLOOD PURIFIER AND RESTORE

IS WARRANTED TO CLEAR THE BLOOD from

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For Scrofula, Scurvy, Poxema, Skin and Blood Diseases,

Blackheads, Pimples, and Sores of all kinds, it

is a never-failing and permanent cure. It

Cures Old Sores, Cures Sores on the Neck,

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Cures Scurvy, Cures Ulcers,

Cures Blood and Skin Diseases, Cures Glandular Swellings,

Cures the Blood from all impure Matter from what

ever cause arising. It is a real specific for Gout and Rheumatic pains.

It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted

free from anything injurious to the most delicate

constitutions of either sex, the Proprietors solicit

sufferers to give it a trial to test its value.

Mr. Stephen Morgan writes: "I have suffered since

1868 with a various rheumatic leg, and have been under

five doctors. I also attended two hospitals, but at

one of them suggested that I should have my leg off,

and at the other that I should have the veins leached

and tied up. You may guess my feelings, therefore, to

find myself now cured by taking 'Clarke's Blood

Mixture' and applying 'Clarke's Miraculous Salve,'

especially as I have a family of eight children. My

leg measured 15 in. round against 14 in. the other, and

part of my work I have done on my knees. The mixture

coming from my leg was as black as soot, but it has

now completely healed up, and I am out of agony, a

thing not known to me for the past eight years. I

must say, I think my case a marvellous one. I com-

menced taking 'Clarke's Blood Mixture' in July, 1893,

and the cost has been one small bottle to try the effect

first, and finding the proper remedy, then ten large

ones, also a few pots of the salve, and my leg is now

perfectly sound in every respect. I am now, I think,

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf are marked D.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to the Pier.

3. From the Pier to the Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 31st inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	MANILA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 3rd February, at Noon.
LONDON	TELEMACUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th February.
LONDON	FROMTHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th February.
LONDON	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd March.
LONDON	MAGNAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th March.
LIVERPOOL	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 26th February.
MARSEILLES, LONDON & ANTWERP, via SINGAPORE, &c.	CALEDONIAN	Fr. str.	—	Rames	MESSAGERIES MARITIMES	On 26th inst., at 1 p.m.
MARSEILLES & ANTWERP	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 7th Feb., at Daylight.
BERMEN, via Ports of Call.	EVERHUS	Brit. str.	—	G. Meiners	BUTTERFIELD & SWIRE	On 26th February.
HAYRE & HAMBURG	DARMSTADT	Brit. str.	2 m.	Duckstein	MELCHERS & CO.	On 4th February, at Noon.
HAYRE & HAMBURG	AMURIA	Ger. str.	—	v. Binzer	HAMBURG-AMERIKA LINIE	On 3rd February.
HAYRE & HAMBURG	WURZBURG	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 10th February.
HAYRE & HAMBURG	C. FRED. LAESZ	Ger. str.	—	Krohn	HAMBURG-AMERIKA LINIE	On 26th February.
HAYRE & HAMBURG	HAMBURG	Ger. str.	—	von Doehron	HAMBURG-AMERIKA LINIE	On 19th March.
GENOA & LONDON	ANDALUSIA	Ger. str.	—	Clark	GIBB, LIVINGSTON & CO.	On or about 2nd February.
TRIESTE, &c., via SINGAPORE, &c.	BLENED	Brit. str.	—	Bretfeld	SANDEE, WILDER & CO.	On 27th inst., at 4 p.m.
NEW YORK, via SINGAPORE, &c.	HINDUSTAN	Brit. str.	—	Easterbrook	DODWELL & CO., LD.	About 4th February.
NEW YORK via SUEZ CANAL	INDRADEO	Brit. str.	—	D. Morris	JARDINE, MATHESON & CO.	On or about 10th February.
NEW YORK via SUEZ CANAL	QJHARTAR	Brit. str.	—	—	SHAWAN, TOMES & CO.	On or about 14th February.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 11th February, at Noon.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 25th February.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	PELIADIS	Brit. str.	—	F. G. Purington	DODWELL & CO., LIMITED	On 7th February.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	G. Andson	NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	PAKINGO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
PORTLAND, OREGON	INDRADEO	Brit. str.	2 m.	W. C. Craven	PORTLAND & ASIATIC S.S. CO.	To-morrow.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 30th inst., at 4 p.m.
AUSTRALIAN PORTS	AUSUBALIAN	Brit. str.	—	Helms	GIBB, LIVINGSTON & CO.	On 16th February.
YOKOHAMA, via SHANGHAI, WHEIHAWEI &c.	TSINAN	Brit. str.	—	B. H. W. Snow	P. & O. S. N. Co.	On or about 1st February.
YOKOHAMA, via SHANGHAI, WHEIHAWEI &c.	MAIRA	Brit. str.	—	C. L. W. Field	P. & O. S. N. Co.	On or about 1st February.
KOBE & YOKOHAMA	KAGOHAMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	Schulz	BUTTERFIELD & SWIRE	On 11th February.
KOBE & YOKOHAMA	LOONGMOON	Ger. str.	—	—	SIMONSEN & CO.	To-day, at 4 p.m.
SHANGHAI	WHAMPOA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
SHANGHAI, NAGASAKI, HIOGO, YOKOHAMA	STUTTGART	Ger. str.	—	P. Gresh	MELCHERS & CO.	Quick despatch.
TAMSAI, via SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	T. W. Groves	OSAKA SHOSEN KAISHA	To-morrow.
FOOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSEN KAISHA	On 28th inst.
CEBU & ILOILO	HAIOONG	Brit. str.	—	Gibson	DODWELL & CO.	On 17th February.
MANILA	KAI ONG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	On 26th inst., at 4 p.m.
MANILA DIRECT	YUENANG	Brit. str.	—	R. W. Almond	SHAWAN, TOMES & CO.	On 28th inst., at Noon.
MANILA	ROSETTA MARU	Jap. str.	2 m.	N. Tate	TOYO KISEN KAISHA	On 28th inst., at Noon.
MANILA	YAWATA MARU	Jap. str.	—	A. E. Moses	SHAWAN, TOMES & CO.	On 30th inst., at 4 p.m.
MANILA DIRECT	DIAMANTE	Brit. str.	—	A. H. Noley	BUTTERFIELD & SWIRE	On 3rd February, at Noon.
MANILA, CEBU & ILOILO	KWEIYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th February.
MANILA	SUKKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th February.
MANILA	TSINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th February.
SINGAPORE & BOMBAY	PEKIN	Brit. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & CO.	On 28th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 27th inst., at Noon.

SHIPPING.

ARRIVALS.
Jan. 22, TETARTUS, German str., 1,578, W. Dins, Singapore via Behou 13th Jan.
Rice—Simsen & Co.
Jan. 23, CHWENSHAN, British str., 1,281, J. Jenkins, Saigon 19th Jan., Rice and Meat—Bridley & Co.
Jan. 23, DEUTERUS, German str., 1,001, F. E. Smith, Swatow 22nd January. Ballast—Simsen & Co.
Jan. 23, HAIOONG, British str., 783, S. Gibson, Swatow 22nd Jan., General—Dorelas Lufprank & Co.
Jan. 23, KACHIDATE MARU, Jap. str., 2,139, S. Fujita, Kutchinotzu 18th January. Coal—M. B. KAISHA.
Jan. 23, KINGING, British str., from Canton.
Jan. 23, MONKUT, German steamer, 1,354, Gotsche, Bangkok 17th Jan., Rice—BUTTERFIELD & SWIRE.
Jan. 23, TANSUI, British str., from Canton.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
3rd January.
Fingo Maru, Japanese str., for Singapore.
Hochus, German str., for Saigon.
Hochus, French str., for Haiphong.
Hochus, French str., for Kwangchow.
J. D. Spickard, American str., for Canton.
Kagaya Maru, Japanese str., for Nagasaki.
Lungmoon, German str., for Shanghai.
Hochus Maru, Japanese str., for Manila.
Sachsen, British str., for Canton.
Tingong, British str., for Shanghai.
Tingong, British str., for Singapore.
Yongtze, British str., for Manila.

DEPARTURES.
23rd January.
CASSIUS, German str., for Yokohama.
HAIYAN, British str., for Swatow.
HONGKONG, French str., for Haiphong.
Hochus, French str., for Kwangchow.
Hochus, British str., for Shanghai.
KAGAYA MARU, Japanese str., for Nagasaki.
KU SANG, British str., for Yokohama.
PROGRESS, German str., for Tonkin.
ROHILA MARU, Japanese str., for Manila.
TACHIBANA, British str., for Canton.
TINSANG, British str., for Shanghai.
TYDEUS, British str., for London.
WINGATON, British str., for Shanghai.
YANOTSE, British str., for Manila.
ZANTHO, British str., for Manila.

VESSELS IN DOCK.
22nd January.
AMERICAN DOCKS—Hermann, Messel, Pender.
KOWLOON DOCKS—H. G. M. S. Hiss, Kachan, J. H. Lawrence, Vigilante, Paul Downer, Heinrich Messel.
COSMOPOLITAN DOCK—Brand, Honam.

SHIPPING REPORTS.
The German steamer Monkut, from Bangkok 17th Jan., had fair weather and light N.E. winds.
The British steamer Chenshan, from Saigon 18th Jan., had light N.E. wind and moderate swell throughout.
The British steamer Haioong, from Swatow 22nd Jan., had fine weather throughout, with slight haze.
Vessels in Swatow—Shaoching, Canton—Shingking, Rajahm, Chowfa and Tansui.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).
This steamer is the fastest and has superior Cabin accommodation.
European 1st Passengers, \$2.00
Chinese 1st Passengers, 1.00
Deck Passengers, 0.50
Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Street West.
Hongkong, 22nd January, 1903.

VESSELS ON THE BERIEH

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

(Taking Cargo at through rates to TSINGTAU, CHINKIANG and HANKOW.)

THE Steamship

"L'ONGMOON,"

Captain Schulz, will be despatched for the above port TO-DAY, the 24th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SEIMSEN & CO., Agents.

Hongkong, 22nd January, 1903.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART"

OF THE NORDDEUTSCHER LLOYD,

Captain P. Gresh, due here with the outward German Mail about SATURDAY, the 24th inst., A.M., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 20th January, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 24th January, 1903, at 1 P.M. the Company's Steamship

"CALEDONIAN," Captain Rames, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the a.s. *Armand Behic*, which vessel takes on her Passengers and Mails, leaving that port on the 7th Feb. by direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 25th January. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th January, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain Helms, will be despatched as above on THURSDAY, the 5th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passenger, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th January, 1903.

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

* PLEIADES F. G. Purington 3,753 February 7th

* SHAWMUT W. M. Smith 9,906 February 17th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 15th January, 1903.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 11th Feb.

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 25th Feb.

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 11th Mar.

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 13th Mar.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons WEDNESDAY, 13th Mar.

R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 22nd April

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 6th May

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 13th May

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 27th May

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Booklets, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pedder Street.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJI, KOBE, PORTLAND, OREGON AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"INDRADELLI" 4,800 W. C. Craven January 25, 1903

"INDRAPURA" 4,899 A. E. Hollingsworth February 25, 1903

"INDRASAMHA" 5,197 W. C. Craven March 16, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 13th January, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBLALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

* DARMSTADT WEDNESDAY 4th Feb., 1903.

* STUTTGART WEDNESDAY 18th Feb., 1903.

* BREUSSEN WEDNESDAY 4th Mar., 1903.

* HAMBURG WEDNESDAY 18th Mar., 1903.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMER	DATE
GLASGOW and LIVERPOOL	"PAKLING"	On 23rd January.
GLASGOW and LIVERPOOL	"DIOMED"	On 28th January.
GLASGOW and LIVERPOOL	"CHING WO"	On 3rd February.
GLASGOW and LIVERPOOL	"MACHAON"	On 11th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th February.

FOR	STEAMER	TO SAIL
LONDON	"TELEMACHUS"	On 7th February.
LONDON	"PROMETHEUS"	On 17th February.
LONDON	"DIOMED"	On 3rd March.
LONDON	"MACHAON"	On 17th March.

FROM	STEAMER	DATE
LIVERPOOL	"DARDANUS"	On 20th February.
MARSEILLES and ANTWERP	"PYRRIUS"	On 20th February.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"PAKLING"	On 30th January.

Hongkong, 22nd January, 1913. [10-12]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMER	TO SAIL
SHANGHAI	"WAMPOA"	On 23rd January.
MANILA, CEBU and ILOILO	"KWEIYANG"	On 6th February.
KOBE and YOKOHAMA	"CHANGSHA"	On 11th February.
MANILA	"SUNGKIANG"	On 12th February.
MANILA	"TSINAN"	On 16th February.

On the 3rd February, the "KAIFONG" will be despatched for MANILA on WEDNESDAY, the 25th inst., at Noon.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, A. duty, qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS. [11]

HONGKONG-MANILA.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila Direct	On 23rd Jan., at Noon.
DIAMANTS	1380	A. H. Nottley	Manila Direct	On 3rd Feb., at Noon.
ZAFIRO	2540	R. Rodger	Manila Direct	On 6th Feb., at Noon.
PERLA	1380	J. McGinley	Manila Direct	On 10th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS. [17]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMER	LEAVING
TAMUI, via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 25th January.
TAMUI, via SWATOW and AMOY	"DALIN MARU"	SUNDAY, 1st February.
FOOCHOW, via SWATOW and AMOY	"ANING MARU"	WEDNESDAY, 28th January.

The Co.'s steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 22nd January, 1913. T. ARIMA, Manager. [15]

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.
AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.
Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.
"TSINAN" leaves on 16th February.
"CHANGSHA" " 7th March.
"CHINGTU" " 4th April.
"TAIYUAN" " 22nd April.
Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LD. Hongkong, 21st January, 1913. [92]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"YUENSANG"
Captain P. H. Rolfe, will be despatched as above on MONDAY, the 23rd inst., at 4 P.M.
This Steamer has special accommodation for First-class Passengers and is fitted throughout with Electric Light.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 22nd January, 1913. [328]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship
"TIROL"
Captain Bretfeld, will be despatched as above on TUESDAY, the 27th inst., P.M.
The Steamer has special accommodation for Passengers, Electric Light, and carries a Doctor.
For information as to Passage and Freight, apply to SANDELL, WIELE & CO., Agents, Prince's Building.
Hongkong, 16th January, 1913. [3]

TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.
THE Company's well-known Steamship
"ROSETTA MARU"
3,860 Tons, Capt. N. Tate, will be despatched for MANILA on WEDNESDAY, the 25th inst., at Noon.
To be followed by the "ROHILLA MARU" on the 3rd February.
Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivaled Speed. Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to the Company's Agents, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 24th January, 1913. [16]

THE COMPANY'S JAPANESE MAIL STEAMSHIP.

FOR MANILA.
"YAWATA MARU"
3,800 Tons, Captain A. E. Mosses, will be despatched for the above port on FRIDAY, the 30th inst., at 4 P.M.
This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
For Freight or Passage, apply to A. S. MIHARA, Manager.
Hongkong, 23rd January, 1913. [333]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"CHUSAN"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 31st January, at NOON, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.
For further particulars, apply to E. A. HEWITT, Superintendent.
Hongkong, 19th January, 1913. [1]

"PEN" LINE OF STEAMERS.

FOR GENOA AND LONDON.
THE Steamship
"BENLETT"
Captain Clark, will be despatched as above on or about 2nd February, 1913.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 17th January, 1913. [293]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1913.
"HINDUSTAN" About 4th February.
"SHIMOSA" " 23rd February.
"BRAEMAR" " 10th March.
For Freight and further information, apply to DODWELL & CO., LD., Agents.
Hongkong, 20th January, 1913. [3494]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"LAISANG"
Captain M. Courtney, will be despatched as above on WEDNESDAY, the 25th inst., at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 21st January, 1913. [317]

AMERICAN ASSOCIATED STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"GIBRALTAR"
Captain D. Morris, will be despatched for the above ports on or about SATURDAY, the 14th February.
For Freight, apply to SHEWAN, TOMES & CO., General Agents.
Hongkong, 20th January, 1913. [382]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.
REDUCED SALOON PASSAGE MONEY.
SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED EUROPEAN CATERERS.
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 9th January, 1913. [208]

NOT RESPONSIBLE FOR DEBTS.
NEITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
EVIE J. RAY, American barque, F. Carson—Sander, Wieler & Co.
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THE NEW FRENCH REMEDY
TRADE THERAPION MARK
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THERAPION
SOLD BY A. S. WATSON & CO., LIMITED Hongkong, China, and Manila. [181]

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THE JUBILEE OF HONG KONG
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BEING AN
HISTORICAL SKETCH
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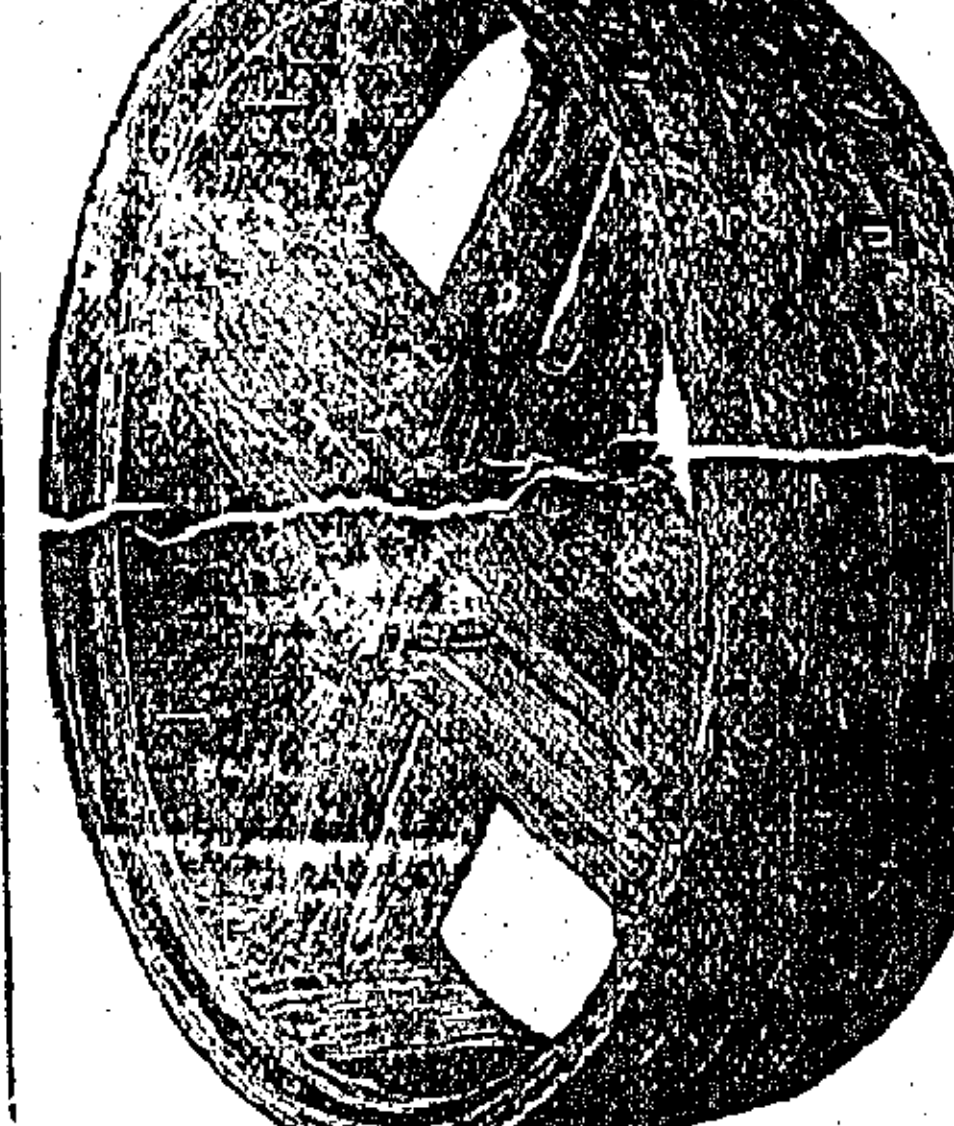


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F. BLACKHEAD & CO., Sole Agents.
Hongkong, 25th July, 1912. [901]

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ALL SIZES TO FIT ALL SIZED SHAFTS IN STOCK.



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Superior to all other pills.
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wurden im Jahre 1911 im OBERSTÄDTISCHEN LLOYD in Shanghai und in der DAILY PRESS in Hongkong, ausserdem, wenn erforderlich, durch die Deutsche Reiseagentur veröffentlicht.
Kanton, den 23. Dezember 1911.
DER KAISERLICHE KONSUL I. V., D. LANG. [123]

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[132-6]

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NOTICES TO CONSIGNEES

SHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "INDRAVELLI."

FROM PORTLAND (OR.), TOKYO
KOBE AND MOJI.

signees of Cargo. o are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of the Goods from alongside.

Cargo impeding the discharge of the Vessels will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

General Agent.
Hongkong, 17th January, 1903.
NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"COROMANDEL."

FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
being landed and placed at their risk in
Hongkong and Kowloon Wharf and God
Company's Godowns at Kowloon, where a
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as

This vessel brings on Cargo:—
From London, &c., ex s.s. *Arcadia*.
From Persian Gulf, ex B. I. S. N.
B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here un-
der instructions are given to the contrary be-
fore 4 P.M. To-DAY, 17th inst.
Goods not cleared by the 24th inst., at 4 P.M.
will be subject to rent.

Damaged packages must be left in the downs for examination by the Consignee's or the Company's representative at a appointed hour. All Claims must be presented within ten days of the steamer's arrival here, at which date they cannot be recognised. Claims will be admitted after the Goods have been landed.

E. A. HEWETT,
Superintendent.
Hongkong, 17th January, 1883.

OCEAN STEAMSHIP COMPANY
LIMITED.

CONSIGNEES per Company's Steamers
"BURNHAM"

are hereby notified that the Cargo is to be discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will lie at consignees' risk. The Cargo will be ready for delivery from Craft to Godown on and after the 29th inst.

Optional Cargo will be landed, unless otherwise specified, only when the steamer has been given prior to steamer's arrival.

Goods undamaged after the 26th will be subject to rent. All damaged Goods must be left in the Godowns, where they were examined at 11 A.M. on the 26th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE
Agents.
Hongkong, 19th January, 1903.

NOW ON SALE.

THE

CHINA, JAPAN, COREA, INDO-CH
SIAM, STRAITS SETTLEMENT
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 THE FORTIETH ANNUAL ISSUE.

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Comfort. Digestion is invigorated. Appetite increases wonderfully. becomes calm and refreshing. The becomes fuller, the Lips red, the brighter, and Skin clear and healthy.

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Capt. L. F. Garrard, Jr.	Mrs. Lambelle
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Mrs. Garrard	Mrs. Parker
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Mr. W. H. Blackwell	Mr. E. Pate-son
Mr. W. Boyce	Mr. F. Reiber
Mr. & Mrs. Brewitt and family	Mr. and Mrs. Albert Rivera
Miss B. Bryant	Mr. N. H. Robertson
Dr. A. K. Chatterjee	Mr. D. H. Rutherford
Mr. H. B. Darnell	Mr. H. G. Simms
Mrs. B. Dufour	Mr. F. Stodart
Dr. A. C. Dutt	Mrs. John Stewart
Mr. H. Eyle	Mr. K. Suyenaga
Mr. H. N. Ferrers	Mr. G. J. Taylor
Mr. P. Friedrichson	Mr. C. B. Thomas
Mr. Powell Grant	Mr. S. N. W. Tibbey
Mr. B. Houghton	

QUEEN'S HOTEL.

Mr. Clausen	Mr. and Mrs. Keith and two children
Miss Colcutt	Dr. Keyt
Dr. and Mrs. Davies	Mr. R. Meraboff
Mr. C. Fuchs	Lt.-Col. Sator
Dr. & Mrs. Good, I.M.S.	Mr. & Mrs. Stackwood
Mrs. Houghton	Mrs. Vanderpool
Mr. and Mrs. Jones and three children	

Messrs. FALCONER & Co.'s REGISTER, 23rd Jan.	
Barometre 9 A.M. 30.10	Therm. 9 A.M. (Wet bulb) 62
Barometre 1 P.M. 30.05	Therm. 1 P.M. (Wet bulb) 64
Barometre 4 P.M. 30.04	Therm. 4 P.M. (Wet bulb) 64
Thermom. 9 A.M. 65	Therm. Maximum 69
Thermom. 1 P.M. 69	Therm. Minimum over night 63

HONGKONG REGISTER.

	Previous day 4 p.m.	On date 10 a.m.	On date 4 p.m.
Barometre	30.11	30.11	30.11
Temperature	66	63	69
Humidity	73	71	71
Direction of wind	E	—	E
Force	2	2	1
Weather	c	c	c
Rain	—	—	—

Highest open air temperature on the 22nd 63
 Lowest open air temperature on the 22nd 62
 Hongkong Observatory, 23rd January.

HONGKONG TIDE TABLE.

From 24th to the 30th January.

HIGH WATER.				LOW WATER.			
Day of Week	Day of Month	Hongkong Mean Time.	Height.	Day of Week	Day of Month	Hongkong Mean Time.	Height.
Sat.	24	m 7 46	4 1	m 1 0	0 1		
		m 6 22 a	1 8	m 10 53	1 2		
Sun.	25	m 8 33	4 4	m 11 36	— 4		
		m 7 4 a	2 0	m 11 53	1 2		
Mon.	26	m 9 8	4 0	m 2 9	— 8		
		m 7 40 a	3 7	m 4 46 a	1 1		
Tues.	27	m 9 38	4 3	m 3 40	1 1		
		m 8 11 a	4 1	m 3 34 a	0 2		
Wed.	28	m 10 5	4 4	m 3 10	0 3		
		m 8 40 a	4 2	m 2 16 a	0 3		
Thur.	29	m 10 28	4 8	m 3 40	0 7		
		m 9 10 a	7 3	m 2 53 a	2 0		
Fri.	30	m 10 43	4 7	m 4 11	0 7		
		m 9 42 a	7 1	m 3 23 a	2 8		

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 22nd JANUARY, P.M.

STATION.	Hour.	Barometre red to sea level and sea	Tempera- ture.	Humidity	Direction of wind.	Force.	Weather.
Vladivostok	2 p.	30.16	28	—	—	0	f
Nemuro	—	30.23	—	—	—	0	—
Hakodate	—	30.29	—	—	SW	2	—
Tokyo	—	30.30	—	—	W	4	—
Kobe	—	30.31	—	—	W	2	—
Nagasaki	—	30.31	—	—	SE	2	—
Kagoshima	—	30.31	—	—	SE	2	—
Oshima	—	30.28	—	—	SE	4	—
Naha	—	30.29	—	—	SE	4	—
Ishigaki	—	30.21	—	—	SE	6	—
Taihou	1 p.	30.11	—	—	N	2	—
Taihou	—	30.10	—	—	W	2	—
Koshu	—	30.11	—	—	SE	2	—
Pescadore	—	30.13	—	—	NE	6	—
Weihaiwei	3 p.	30.16	43	—	—	2	—
Gutzat	—	3 15	01	93	SE	6	and
Sharp Peak	—	30.11	60	88	—	0	—
Amoy	2.30 p.	30.18	64	78	—	0	—
Swatow	3 p.	30.09	65	—	—	0	—
Canton	—	30.13	65	100	—	0	—
Hongkong	4 p.	30.11	66	73	E	2	—
Victoria Peak	—	—	—	—	NW	1	—
Gap Rock	—	30.09	—	—	ENE	3	—
Macao	—	30.12	65	—	SSE	1	o
Hai Phong	—	—	—	—	—	—	—
Manila	—	29.96	77	100	—	0	—
Malate	3 p.	—	—	—	NW	2	o
Bacolod	—	—	—	—	NE	4	o
Iloilo	—	29.97	85	—	E	2	o
Cebu	—	29.86	84	—	N	2	od
C. S. James	4 p.	—	—	—	—	—	—

23rd JANUARY, A.M.							
Valdivostok	7 a.	30.10	32	90	—	0	f
Nemuro	8 a.	30.31	—	—	SW	2	—
Hakodate	—	30.30	—	—	SW	2	—
Tokyo	—	30.45	—	—	NW	2	—
Kobe	—	30.38	—	—	N	1	—
Nagasaki	—	30.31	—	—	SE	8	—
Kagoshima	—	30.34	—	—	E	4	—
Oshima	—	30.23	—	—	SE	4	—
Naha	—	30.17	—	—	SE	2	—
Ishigaki	—	30.09	—	—	S	0	—
Taihou	5 a.	30.12	—	—	—	0	—
Taihou	—	30.11	—	—	NE	2	—
Taihou	—	30.09	—	—	N	3	—
Koshu	—	30.08	—	—	NE	2	—
Pescadore	—	30.13	—	—	NE	2	—
Weihaiwei	9 a.	—	—	—	—	—	—
Gutzat	—	30.25	46	100	WNW	3	f
Sharp Peak	—	30.19	60	88	—	0	o
Amoy	6.30 a.	30.21	67	94	—	0	f
Swatow	9 a.	—	—	—	—	—	—
Canton	—	—	—	—	—	—	—
Hongkong	10 a.	30.19	69	72	—	0	o
Victoria Peak	—	—	—	—	ENE	1	—
Gap Rock	—	30.17	—	—	N	2	—
Macao	—	30.19	68	—	NE	1	c
Hai Phong	—	—	—	—	—	—	—
Manila	—	30.04	81	76	SSE	2	—
Malate	9 a.	—	—	—	E	2	c
Bacolod	—	—	—	—	—	0	b
Iloilo	—	30.03	79	—	NE	3	—
Cebu	—	30.06	81	—	N	4	o
C. S. James	10 a.	—	—	—	—	—	—

On the 23rd at 11.16 a.m.—The barometer has risen over E. Japan, fallen over the Loochoos and at Vladivostok. The depression, noted yesterday, is moving NE. and passing into the Yellow Sea. Pressure remains high over Japan. The monsoon will probably freshen again along the China coast and over the N. part of the China Sea. Forecast: N. to NE. winds, light to moderate; fair.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Hongkong	
Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Hongkong	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, at Canton	
Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Weihaiwei	
Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, at Singapore	
Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Singapore	
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 2,411 h.p., Capt. F. G. Stopford, en route to Weihaiwei	
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. F. M. Leake, en route Mrs. Bay	
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, at Hongkong	
Crossy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, at Mrs. Bay	
Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Hongkong	
Esperance, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, at Singapore	
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve	
Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, at Mrs. Bay	
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve	
Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Hongkong	
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.G., en route to Singapore	
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. H. L. Wells, at Hongkong	
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve	
Humber, storeship, 1,640 tons, Comdr. John D. Daintree, at Weihaiwei	
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Cyril Asser, at Hongkong	
Kinsha, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on Yangtze	
Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, at Samshui	
Mutine, sloop, 980 tons, 10 guns, Comdr. C. W. M. Plenderleath, at Hongkong	
Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Richard W. White, at Hongkong	
Otter, torpedo-boat destroyer, 350 tons, Lieut.-Comdr. G. C. Hardy, at Hongkong	
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Hoihow	
Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, en route to Mrs. Bay	
Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, at Hongkong	
Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S. Aubyn Wake, at Newchwang	
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John P. Irven, on the West River	
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Shanghai	
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Murray MacG. Lockhart, on the West River	
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, en route Hongkong	
Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve	
Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, at Hongkong	
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Robinson, A.D.C., at Hongkong	
Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. R. W. Dalgety, on Yangtze	

Tweed, gunboat, 362 tons, 3 guns, 200 h.p., at Ichang
 Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar, Hongkong
 Waterwitch, surveying-ship, 620 tons, 450 h.p., Lieut.-Comdr. E. C. Hardy, at Hongkong
 Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., in reserve
 Wivern, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong
 Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Ronald E

INSURANCES

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO.
Hongkong, 14th January, 1913. [246]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901.
£15,722,693.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 2,695,548 5 2

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st July, 1902. [1796]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security ... £2625,719
Total Losses Paid ... £6,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.
Hongkong, 22nd July, 1902. [142]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [26]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Hongkong, 20th May 1895. [27]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Hongkong, 2nd April 1900. [29]

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [113]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.

(Established 1833).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. [73]

GENERAL MARINE INSURANCE COMPANY, LIMITED,

OF DRESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.

HOTZ, JACOB & CO.,
Hongkong, 1st September, 1902. [2327]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [25]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONGKONG DAILY PRESS" will be as follows:—

PER QUARTER ... \$9
PER MONTH ... \$3

ALFRED CUNNINGHAM,
Manager.
Hongkong, 9th December, 1902. [3302]

GRACA & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 53, Pral Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums, Pictorial Post Cards: Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Lenses, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference. [255]

COLD STORAGE

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods. Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. [65]

NOW READY.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1902. With INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office.
Hongkong, 25th July, 1902.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I. A.B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE. 1534

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Messrs. A. S. WATSON & Co., Foochow;

Messrs. H. BLOW & Co., Tientsin;

Messrs. HODGE & Co., "Seoul Press," Seoul;

"NAGASAKI PRESS" OFFICE, Nagasaki;

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The "DAILY PRESS" OFFICE, Hongkong; and at the London Office: 131, Fleet Street.

Hongkong, 1st January, 1903.

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January 22nd, 1903.

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BUTCHER MEAT.

肉以龍尼 Mi-Leong Pa Yuk—Beef, sirloin & prime cut... lb. 16

肉牛龍 Ham Ngau Yuk—Corned Beef... 16

肉牛燒 Siu Ngau Yuk—Roast Beef... 16

肉湯 Yuk Tong—Beef for soup... 12

肉牛牛 Ngau Yuk Pa—Beef Steak... 16

肉牛牛 Ngau Yuk Cheung—Sausages... 15

肉牛牛 Ngau Lo—Bullock's Brains... per set 7

利牛牛 Ngau Li—Bullock's Tongue, fresh... each 45

利牛牛 Ham Ngau Li—corned... 50

利牛牛 Ngau Tau—Bullock's Head... 50

利牛牛 Ngau Sam—Heart... lb. 8

利牛牛 Ham Ngau Kin—Beef Hump, salt... 12

利牛牛 Ngau Kuk—Bullock's Feet... each 5

利牛牛 Ngau Lu—Bullock's Kidney... 8

利牛牛 Ngau Mi—Bullock's Tail... 16

利牛牛 Ngau Kon—Bullock's Liver... lb. 8

利牛牛 Ngau To—Bullock's Tripe, undressed... 5

利牛牛 Ngau Chai-tak Keuk—Calves' head and Feet... set 75

利牛牛 Yeung Pi Quak—Mutton Chop... 22

利牛牛 Yeung Pe—Leg of Mutton... 22

利牛牛 Yeung Shau—Mutton Shoulder... 20

利牛牛 Yeung Tau—Sheep's Head per set... 55

利牛牛 Yeung Yuk—Sheep's Feet... 55

利牛牛 Yeung Sam—Sheep's Heart... 6

利牛牛 Yeung Lu—Sheep's Kidneys... 9

利牛牛 Yeung Kon—Sheep's Liver... lb. 20

利牛牛 Chu Kuk—Pigs' Feet... 12

利牛牛 Chu Kap—Pigs' Fry... 12

利牛牛 Chu Tau—Pigs' Head... 14

利牛牛 Chu Lu—Pigs' Kidneys... pair 6

利牛牛 Chu Kon—Pigs' Liver... lb. 22

利牛牛 Chu Pi Quak—Pork Chop... 18

利牛牛 Chu Sam—Pigs' Heart... each 9

利牛牛 Chu Lu—Pigs' Kidneys... each 6

利牛牛 Chu Kon—Pigs' Liver... lb. 21

利牛牛 Chu Tsai—Sucking Pigs (to order)... 18

利牛牛 Seng Ngau Yau—Beef Suet... lb. 18

利牛牛 Seng Yeung Yau—Mutton Suet... 22

利牛牛 Ngau Tai—Veal... 16

利牛牛 Ngau Lap Cheung—Beef Sausages... 15

利牛牛 Ngau Lay Cheung—Veal... 15

利牛牛 Ky Tsai—Chicken... 23

利牛牛 Siu Ky—Capon... (large) 24

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利牛牛 Canton Sui Ap—Wild Duck, Canton... pair 50

利牛牛 Ap—Ducks... 18

利牛牛 Ky Tan—Hen's Eggs... doz 20

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利牛牛 Hoi Nan Ky—Fowls, Hainan... 20

利牛牛 Ngo—Geese... 18

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利牛牛 Pak Kop—Pigeons... Canton each 30

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利牛牛 To Tsai—Hare... 60

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利牛牛 Sa Choy—Snip... each 18

利牛牛 Sui Ap—Teal... each 50

利牛牛 Fo Ky Kung—Turkeys, Cock... 55

利牛牛 Fo Ky Mo—Turkeys, Hen... 40

利牛牛 Ka Yu—Barbel... 13

利牛牛 Bon Yu—Bream... 12

利牛牛 Tam sui Yu—Canton Fresh-water Fish... 12

利牛牛 Tai Yu—Carp... 13

利牛牛 Chek Yu—Cat Fish... 13